

IN THE CLAIMS:

1. (Currently Amended) A vehicle theft deterrent system, comprising:  
continuity circuitry configured for enabling electrical continuity between a battery and a  
starter of a vehicle starting system to be selectively broken and made, whereby  
said continuity circuitry is in a starting system disabled mode when said electrical  
continuity is broken and in a starting system enabled mode when said electrical  
continuity is made; and  
control circuitry connected to said continuity circuitry and configured for enabling said  
continuity circuit to be selectively set to the starting system disabled mode and  
the starting system enabled mode; and  
said control circuitry includes a signal receiver coupled to said continuity circuit;  
the signal receiver facilitates setting said continuity circuitry to the starting system  
disabled mode in response to receiving a first control signal; and  
the signal receiver facilitates setting said continuity circuitry to the starting system  
enabled mode in response to receiving a second control signal.
2. (Previously presented) The system of claim 1 wherein:  
said continuity circuitry includes a battery switch configured for being electrically  
spliced into a power cable connected between the battery and the starter; and  
the battery switch enables said electrical continuity to be selectively made and broken.
3. (Previously presented) The system of claim 2 wherein the battery switch is configured for  
being spliced into the power cable in an in-line fashion.
4. (Previously presented) The system of claim 2 wherein the battery switch includes:  
a first electrical termination configured for being connected to a first connection point of  
the power cable; and  
a second electrical termination configured for being connected to at least one of a second  
connection point of the power cable, an electrical terminal of the battery and an

electrical terminal of the starter.

5. (Previously presented) The system of claim 4 wherein the battery switch further includes:  
a third electrical termination coupled to one of the first electrical termination and the  
second electrical termination for having a power lead of a vehicle accessory item  
connected thereto for enabling electrical power to be provided to the accessory  
item while said continuity circuitry is in the starting system disabled mode.
6. (Previously presented) The system of claim 1 wherein:  
said control circuitry includes an actuation device configured for facilitating switching  
of said continuity circuitry between the starting system disabled mode and  
starting system enabled mode.
7. (Previously presented) The system of claim 6 wherein:  
said continuity circuitry includes a battery switch configured for being electrically  
spliced into a power cable connected between the battery and the starter;  
the actuation device is connected to a switching mechanism of the battery switch and is  
configured for moving the switching mechanism between a first position and a  
second position;  
the first position corresponds to the starting system disabled mode; and  
the second position corresponds to the starting system enabled mode.
8. (Previously presented) The system of claim 7 wherein the actuation device includes one  
of a solenoid and servo connected to the switching mechanism of the battery switch.
9. (Cancelled) The system of claim 1 wherein:  
said control circuitry includes a signal receiver coupled to said continuity circuit;  
the signal receiver facilitates setting said continuity circuitry to the starting system  
disabled mode in response to receiving a first control signal; and  
the signal receiver facilitates setting said continuity circuitry to the starting system

- enabled mode in response to receiving a second control signal.
10. (Currently Amended) The system of claim 9 1, further comprising:  
a signal transmitter configured for transmitting the first control signal and the second  
control signal for reception by the signal receiver.
11. (Currently Amended) The system of claim 9 1 wherein:  
said control circuitry includes an actuation device configured for facilitating switching of  
said continuity circuitry between the starting system disabled mode and starting  
system enabled mode;  
said continuity circuitry includes a battery switch configured for being electrically  
spliced into a power cable connected between the battery and the starter;  
the actuation device is connected to a switching mechanism of the battery switch and is  
configured for moving the switching mechanism between a first position and a  
second position;  
the first position corresponds to the starting system disabled mode; and  
the second position corresponds to the starting system enabled mode.
12. (Currently Amended) A vehicle theft deterrent system, comprising:  
a battery switch configured for enabling electrical continuity of a power cable connected  
between a battery and a starter of a vehicle starting system to be selectively  
broken and made, whereby the battery switch is in a starting system disabled  
mode when said electrical continuity is broken and in a starting system enabled  
mode when said electrical continuity is made; and  
an actuation device connected to the battery switch and configured for selectively  
switching the battery switch between the starting system disabled mode and the  
starting system enabled mode; and  
a signal receiver coupled to the actuation device, wherein the signal receiver facilitates  
setting the actuation device to the first position in response to receiving a first  
control signal and setting the actuation device to the second position in response

to receiving a second control signal.

13. (Previously presented) The system of claim 12 wherein the battery switch is configured for being spliced into the power cable in an in-line fashion.
14. (Previously presented) The system of claim 13 wherein:  
the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;  
the first position corresponds to the starting system disabled mode; and  
the second position corresponds to the starting system enabled mode.
15. (Cancelled) The system of claim 14, further comprising:  
a signal receiver coupled to the actuation device, wherein the signal receiver facilitates setting the actuation device to the first position in response to receiving a first control signal and setting the actuation device to the second position in response to receiving a second control signal.
16. (Currently Amended) The system of claim ~~15~~ 12, further comprising:  
a signal transmitter configured for transmitting the first control signal and the second control signal for reception by the signal receiver.
17. (Previously presented) The system of claim 16 wherein the battery switch includes:  
a first electrical termination configured for being connected to a first connection point of the power cable;  
a second electrical termination configured for being connected to at least one of a second connection point of the power cable, an electrical terminal of the battery and an electrical terminal of the starter; and  
a third electrical termination coupled to one of the first electrical termination and the second electrical termination for having a power lead of a vehicle accessory item

connected thereto for enabling electrical power to be provided to the accessory item while said continuity circuitry is in the starting system disabled mode.

18. (Previously presented) A vehicle starting system, comprising:
  - a battery;
  - a starter;
  - a battery switch electrically coupled between the battery and the starter, wherein the battery switch is configured for enabling electrical continuity between the battery and the starter to be selectively broken and made and wherein the battery switch is in a starting system disabled mode when said electrical continuity is broken and in a starting system enabled mode when said electrical continuity is made;
  - an actuation device connected to the battery switch and configured for selectively switching the battery switch between the starting system disabled mode and the starting system enabled mode; and
  - a signal receiver coupled to the actuation device, wherein the signal receiver facilitates setting the actuation device to a first position corresponding to the starting system disabled mode in response to receiving a first control signal and setting the actuation device to a second position corresponding to the starting system enabled mode in response to receiving a second control signal.
19. (Previously presented) The system of claim 18 wherein:
  - said electrical continuity between the battery and the starter is provided through a power cable; and
  - the battery switch is electrically spliced into the power cable in an in-line fashion.
20. (Previously presented) The system of claim 18 wherein:
  - the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;
  - the first position of the switching mechanism corresponds to the starting system disabled

mode; and  
the second position of the switching mechanism corresponds to the starting system  
enabled mode.